offices," in 1854, was 36 26-100 per cent. Allowing the same rate upon the revenues of 1855, this expenditure for those objects would be \$2,478,461 26-100, tasteed of \$2,837,650 62-100, and atter eclusting the sum of \$45,000, estimated for the relief of special cases there is still an increase of excenditure over 1854 of \$16,488 \$1-100, resulting from the operation of the act of June 22, 1864. The expenditures for transportation have very much increased during the last year, and the principal cause of this increase is owing to the very great extension of railroad service.

In the past year there have been 3,674 miles of new rollroad added to the mile service in the various parts of the country, at a rate of annual cost as it stood on the 20th June last, of \$280,630.

Sone of these routes are very important and traverse sections of country in which cost of old service taken up was very inconsiderable. In concention with this stanch of the subject it may ne well to state that while the increase of revenue in 1854 over that of the year ending June 30, 1850, over that of the year ending June 30, 1850, over that of the year ending June 30, 1850, over that of the year ending June 30, 1850, over that of the year ending June 30, 1850, over that of the year ending June 30, 1850, over that of the year ending June 30, 1850, over that of the year ending June 30, 1854, was but 73-5 over cens, caused no doubt in some degree by the commercial inactivity of the last year. These three causes have contributed very much to increase the deliciency of the east year. Every annual statement of the expeditures of a Department having such a vast number of accounts as the General Pest Office, must necessarily embrand of such its mis has been so meanly equal that particular reference has rarely been made to them. In the east year, however, so many payments have been made by authority of special acts of Congress that a statement of these is deemed proper. The account of transportation is enarged with the following sums, to wit For additio

amount of mail matter would be \$1,468,885. The leiters and documents franked by members of Congress when absent from the seat of government, have not been estimated, but the number must be very considerable. Iwo hundred and tinety-six Senators and members, and sever degastes, enjoy this privilege; and by the construction grivilege of a nearber as so as the subject, the francison the 4th of March previous to the first Monday of December, when the Congress to which he has been elected shall sevenbe. The Senators and members whose terms have expired continue to exercise this privilege until the next C. Ingress assembles; so that between March and December of the present year, four hundred and nine Senators and members and decignates were using the franking privilege in every part of the country. If the letters and comments thus frauked were limited of great as it now is, but low as any the present rates of pestage, the frank covers pravile correspondance of every description, and abstracts largely from the Treasury. The Department not only carries all this matter free of charge, but likewise pays to every postmaster whose yearly commissions do not amount to the sam of \$2.000, one cent for the delivery of each letter. Though the free matter passing through the mails is very large at the present time, the amount of it is yourly increasing whose yearly commissions do not amount to the same of the prevent whose yearly commissions do not amount to and when not conveyed by radiroid, retard the mail from directors of the various radicod companies when required to reduce their charges, point to the mail and the continuary freight. Although this assumption is, in my opinion, unfounded, it affords a pectivat to an opinion of the delivery of the continuary registry. Although this samulation is as for originary freight. Although this samulation is as for originary freight. Although this samulation was a sumption of the provides of the set of March, 1845, which was intended to reduce the cost of transportation, by requiring th

The expenditures of the department for the year 1856, including payments for foreign postages, will probably amount to \$10,199 024 to wit:—For tean portation, including foreign mails, route and local agents, and sail messengers.

For compensation to Postmasters, saip, steamboat, and way letters, grapoing paper, office foreitings of the state of the sail of the sail plants.

or compensation to Postmasters, ship, steam-boat, and way latters, wrapping pager, office furniture, edvertising, mall bage, blanks, mail locks, keys and stamps, mill cepteda-tions and special agents, pastage at any and stamped envelopes, letter carriers and mis-cellaneous payments. for payment of balances to the Louion and Bremen Post offices to June 30, 1855. 15,836

1 199,187

—being an increase of \$31,915 28 over the sum restized during the previous year on that class of correspondence.

During the last fiscal year a net revenue of \$5,851 48 has been derived by this Department on the corresponcence exchanged with Bromen, after deducting com aissons paid to postmasters, and also the United States inland postages on those mails, which shows an improvement in that branch of the foreign mail service over the operations of the previous year, when the accounts exhibited a net deficit to the United States Post office of \$1,501 84. It should be observed, however, that the sums paid by the government for ocean transportation, under the existing contract with the cifferent steamship lines, are not embraced in the revenue calculations prepared by the Auditor for this bepartment, the results of which are stated in the appendix. If the actual cost of transportation was also included in these calculations, the result would show a heavy loss to the postal revenues of the United States from foreign mail service. The extent of the cost is readily ascertained by comparing the receipts from postages with the contract pay of the different steamship lines.

The annual compensation of the Collins line is \$858,000. The smount paid to that line for mail transportation during the year—the omission of a half trip having been caused by the loss of the Arctio—was \$841,000; while the total United States postage, both the and inland, on the letter and newspaper mails transported by the line during the year, was \$45,681 11. Deducting the inland postage on letter mails, which cannot be claimed as belonging to the sea service, and the revenue from ocean postages only was \$371,326 62—showing an excess of expense by this line of \$470,173 38.

The contract pay of the Bremen line;is \$200,000 per annum, while the total United States postage on mails conveyed during the year was \$411,7321 70. Deduct the in-

The contract pay of the Bremen line is \$200,000 per annum, while the total United States so stage on mails conveyed during the year was \$417,321 70. Deduct the inland postage on mails conveyed by this line, and the revenue derived from sea postage only was \$76,637 92.

The contract pay of the Havre line is \$150,000 per annum. The total postages on mails conveyed during the year was \$89,011 12, and the sea postage, after deducting the United States inland, was \$72,789 91.

The total postages, inland included, on mails conveyed during the year by the New York and California steamakip lines was \$316,477 14, and the cost of transportation, including the isthmus service, was \$777,635 56.

The total postages on mails conveyed by the Charleston and Havana line during the year was \$6,830 72, and the cost of transportation \$58,332.

The total postage on mails conveyed by the New Orleans and Vera Crus line, was \$6,87 83, and the amount paid for transportation, \$34,003 12.

Other valuable statistical information, showing the practical operation of the foreign mail service, is contained in the appendix, a careful examination of which is recommended.

leans and Vera true line, was \$5,647 Sc, and the amount paid for transportation, \$34,003 12.

Other valuable statistical information, showing the practical operation of the foreign mail service, is contained in the appendix, a careful examination of which is recommended.

In my least annual report I referred to the large amounts annually drawn from the Treasury by the Collins line of steamers, and recommended that the six month's notice, required by the act of July 21, 1852, should be given. It is not necessary that I should again refer to the important fact that the Collins line of steamers is receiving from the government eight hundred and sixty-six thousand seven hundred dollars for twenty-six trips, while the British government paid the Cunard line eight hundred and sixty-six thousand seven hundred dollars for the sublishment of this monopoly must have upon the content of the statistic monopoly must have upon the content of line and to by the cutter of their original hundred to be content of the statistic monopoly must have upon the content of line and the seven hundred dollars for the mail sevice they were to receive the sear of \$19,250 a trip. Congress has relieved them from that part of their original with the large trip of the part of the contract which to high stee their spreament which obliged them to maintain the four midshipmen. The Post Office Department has not taken advantage of that part of the contract which to high stee company to accommodate and subsist him, and the company instead of builcing five steamblips, as stipulated in their contract, have built but four. With the knowledge that the company had built but four steamblips; that they had been relieved from two onerous conditions of their contract, one by congress, and the other by the action of the Post office Department, in a split of munificence and liberality—on the 21st of July, 1852, the amount of company to the function was increased to \$33,060 a trip. Temporacy embarrassment caused by the company's entering into a new enterprise,

furnished and printed, (Executive Documents, No. 67), further remarks here in regard to it are deemed unaccessary.

In the report, to be duly presented to Congress, will appear a detailed statement of failures and other irregularities which have occurred in the transportation of the mails during the year, and the fixes and deductions which have been imposed upon contractors. These fixes and deductions will be found to amount to \$124,530 68. During the preceding year they amounted to \$110,486 59. These fixes show that contractors have been held to a rigorous performance of their contracts; but there are many irregularities in the mails, for which neither the contractors nor any other agen's of the Department are blameable. For irregularities of this nature, as well as for real delinquencies, the Department in constantly made the subject of reproach. Where there is good ground of complaint, this is expected; but it is apparent that there is a teo ready disposition on every occasion of actual or presumed slight derangement in the machinery of the mails, to reflect upon the Department; thereby, in a greater or less extent, impairing its efficiency. The postal establishment is one in which every citizen is most deeply interested, and all should aid in rendering it as periest as possible. Instead of denunciations in the event of mistake, carelessaess or regiect, as a general rue, certainly the wiser course would be to advise the Department of the ewong committed, and leave it to apply the remedy. I have the honor to be, very respectfully, your obedient seivant.

To the PREMENT. To the PRESIDENT.

The following aggregates show the general operations in regard to surveys, for the year ending September 30, 1855, and to sales and other disposals of lands for the fis-

September 30, 1865 :—

Survers.

Plats returned from September 30, 1864, to September 30, 1866, including three on the Pacific slope—viz. California, Oregon and Washington Territories—16,315,283.18

cal year ending June 50, 1855, and for the quarter ending

Sales and Other Disposals of Public Lands. No. of Acres
Sold for Cosh
at and above Amount
the Minimum Received
Price, \$1 25. therefor. During the year ending June 30, 1885...... 7,009,050.34 \$9,126,406 17 \$8,720,474.54 Euring third quar'r, 1865 1 387,875.41 1,827,553 25 1 540,461.94 Total ..... 8,396,925.75 \$10,954,019 42 10,260,936.48 | No. of Acres | No. Total ..... \$2,857,148 64 2,196,720 00 9.023,939.01 No. of Acres Iteal Amount Granted for Received Internal Im- for Land provements. at all Railroads, dc. Prices. During the year ending June 20, 1855.....

11,578.00 \$11,485,384 75 24,557,409.50 None. 2,325,783 31 5,332,669.74 11.558.00 \$13,811,169 06 29,890,079.24 Estimates for the Year Ending June 30, 1856:—
For general Land office—salaries, parchment, &c. \$316,763 00
Surveyirg public lands 606,458 60

Telegraphic Feats.
TO THE EDITOR OF THE HERALD.

New YORK, Jan. 3, 1856.
I notice in your editorial this morning a mention of an extraordinary feat in telegraphing—viz.: that the Union (Morse's) line was occupied in sending two-thirds of the President's message about eight and one-quarter hours, while the House line was but one and a half hours in sending one-third—being half the amount sent by the Union line. Also, that the Union line occupied two wires a part of the time. Now, I have no interest with the Union line, nor any other, but when I see a statement which I think will mislead the public mind-especially when appearing in the editorial-and think myself experienced enough to argue the statement to be ex-tremely unreasonable. I know not what facilities the

Union line may have had at the time, but surely they could have sent the whole message in less than six nours had they been working well. If you refer to the New York message, containing 15,000 words, was sent over the New York and Baffal line in five and a half of the New York and Baffal line in five and a half in hours which I think is fully equal to the speed even reached by the House system, it it does not exceed it.

There has been much sail about the relative speed of the two dises, but I celleve it has never been fairly tested. I have often stood by the House instrument when they were receiving, and written the words with my flager upon the table in the Morse alphabet, and found it not to only easy to keep up, but I had to wait a moment for each successing word to appear on their paper. Furthermore I will state, if not taxing your columns, with to send or receive, and my writing shall be perfectly intelligible at the other end of the wire. I do not say "I" because I claim any superiority over other experienced operators, but to make it appear that I am sincere in what I as ate, and shall always be in readiness for a test. There are no any object ionable qualities in the House system, which I do not feel I have a right to mention, for the reason that I have occupied more space than at first intended.

Fires in New York.

First in Third Street.—On Sunday night, shortly before 11 o'clock, a fire was discovered in a grocery and before 11 o'clock, a fire was discovered in a grocery and liquor store, kept by O'en Donshue, at No. 307 Third street; the slarm was given, bringing the firemen quickly to the premises, and in a very short time they extinguished the fismes Mr. Forahus and wife occupied the back room for a dwelling; they were both away at the time of the fire. The dimage done to the stock by fire and water will amount probably to about \$200. Mr. Dorahue has an insurance of \$500 upon his stock fix tures furnitume, &c., in the Menhanics' and Traders' insurance Company. The damage to the building will amount to about \$100; the loss, no doubt, is covered by insurance. The brilliop belongs to widow Kelly, residing in Trenty eighth street. The family living on the second floor directly over the store came near being sufficiented. The fire burnt through the floor in three places. The Fire Marsha has the case under investigation.

Fire in Coman Street.—Between 6 and 7 o'clock last evening a fire was discovered in the basement of the five

story stors, No. 57 Cedar street, occupied on the first floor by J. Uimann & Srns, dealers in embroideries and fancy goeds. The basement and second, third, fourth and fith floors are occupied by Gutmann & Brothers, dealers and imporiers of German and French fancy goeds, together with Hackes & Gutmann, dealers in hats.

may te probably shown on the investigation before the Fire Marshal.

The estimated loss of Uirann & Son amounts to about \$5,000. Their stock is estimated at near \$20,000, on which they have an insurance of \$18,000 in the following e-mpaoles:—LaGerge, Astor, Exceldor, Euterprise, Mechanica, Hamilton, Brooklyn, Pheenx and Rutgers—equally divided.

Guman & Brothers have an insurance upon their stock to the amount of \$20,000 divided in the Clunton Insurance Company, Royal, Liverpoil and London, Wasbington, Columbia, Williamsburg City, Royal, St. Mark's, Astor, Empi e City and Equitable. Their loss will amount to about \$1,500.

H.ckes & Gutman's loss will be but very triffing. They are insured for upwards of \$20,000 in various companies.

The damage to the building will probably amount to about \$400. Fully insured.

FIRE IN THE CLARENDON HOTEL, UNION PLACE.—About 7½ o'clock Morday nig at a fire was discovered in the sub-cellar of No. 58 Union place, Clarendon Hotel. The fire cellar of Nc. 58 Union place, Clarendon Hotel. The fire apparently originated among some straw and empty wine boxes, let there by the previous occupants.

Mr. G. Kerner, of the Union Club, and Mr. I. Birch have lately purchased the hotel, and only took possession about two weeks since. The firemen were promptly on the ground, but from the posicion of the fire it was some time before they could get at it and extinguil he flames. The loss to the building will be about \$300, fully covered by insurance

G. R. Stonehouse, hair dresser, in the basement of No. 58 has sattined a loss by water and breakage to his fix tues to the amount of about \$150. No insurance.

About three weeks since a fire was discovered in the attic among some straw mattresses. It was put out with

o'clock on Tuesday night, the alarm of fire in the Seventh district was caused by the discovery of fire in the clothing store No. 97 Chatham street, owned by Simon Fox. The firemen were early at the premises and succeeded in preventing the flames from extendand succeeded in preventing the flames from extending beyond the store. Upon examination of the store and the appearance of the ourning, it was evident the fire originated in the rear part, by the entry partition. The clerk, who usually slept in the store, was absent at the time. The damage to the stock and fixtures by fire and water will amount probably to \$700 or \$800. Mr. Fox has an insurance upon his stock and fixtures to the amount of \$2,000, in the Rutgers Insurance Company. The upper part of the building—as unoccupied, which accounts in a great measure for the fire getting so much headway before discovered.

The store No. 98 is occupied by Henry P. Degraaf, furniture dealer. No damage, but as the store was only divided by a board partition and filled with smoke, the chief engineer ordered the door broken open to ascertain if all was right.

First is Tenth Avenue.—Shortly before twelve o'clock,

shed was unoccupied. The fire is supposed to be the work of an incendiary. On the 16th August last, a fire was discovered in the same shed, but it was extinguished before any damage was done. Loss by this fire about 60. The building is owned by William H. Trow, and neured for \$600 in the Grocers' Insurance Company.
FIRE IN MARION STREET.—About five o'clock on fue

day afternoon, a fire occurred in a room on the secon! seems there had been some trouble amongst the immates through keeping up the New Year's day, and by some means a lighted candle was knocked into an old sofa bottom, when it took fire and communicated to a straw bed and other articles in the room, but was soon extinguished by the firemen. Pamage about \$10.

## FINANCIAL AND COMMERCIAL.

MONEY MARKET. THURSDAY, Jan. 3-6 P. M.

The stock market opened heavy this morning. There was more desire to sell to-day than we notised yesterday even at the decline in prices. At the first board Miss our 6's fell off 1/4 per cent; Illinois Central Bonds, 3/4; New York Central 6's, 3/4; Cumberland Coal, 3/4; Erie, 3/4; Harlem, 114; Reading, 14; Michigan Southera, 14; Cleveland and Tetedo, 1/4; Chicago and Rock Island, 1/4; Galena and Chicago, 1/4. New York Central Railroad was sold to-day to . ome extent. Quite a number of irregular lots are sold daily, and the bears are putting out long contracts at prices considerably below those ruling for cash. Harlem is gradually but steadily setting down. It sold to-day at 15 per cent—a price lower than has been known for many years. Within the past eight years this stock has sold at 84 per cent, and was at that time considered cheaper at that price than it is now at 15 per cent. This is an Illustration of the rapid depreciation this species of property is subject to under noor management. This depreciation has been going on in all parts of New England with almost the same rapidity, and it is distinctly visible in all the railroads of this State. The Western roads have thus far pretty effectually disguised it, but they are not by any means free from it, although the lines of that section are comparatively new. We see it in the market value of the stocks of Western railroad companies at this moment, more than in the works themselves. It is impossible, under the present system of railroad management, to avoid this ruinous process, and we know not of more than half a dozen railroads in the country that preperly provide for the destructible character of their property. Most companies seem to manage their finances as though their roads, and everything ornnested with them, were totally indestructible, and would never show the effects of wear and tear, or of time. They dec'are dividends at least full up to their total net es:nings, and most frequently beyond that point, until at last it is found that the road is a complete wreck, incapable of being operated without immediate extra ridinary expenditures, and then there is an end to dividends. Some of the recently completed raticonds in lilinois and Wisconsin have fortunately been constructed and managed by men who have derived a great deal of knowledge from the experience of others earlier engaged in railroad business, and it has been of vast service to them in their own operations. It has enabled them to avoid all those extravagant mistakes, and guard against all those things which pioneers in railroad construction experienced, and to place their works among the best the country upon the original outlay. Nearly all the railroads of this State and New England have cost more than double what similar lines along the same route could be constructed for at the present day. The change in grades and curves, the alterations in weight of rails and size of cars, the increase from time to time in motive power, have all required expenditures which They have, at one step, taken rank among the best constructed, best located, best equipped and best managed works in the country, and when the proper system of finance is pursued, all have been productive and will continue so through all time. We can, therefore, with confidence direct the attention of capitalists to the stocks, bonds, &c., of some of our Western railroad com investments in any class of their securities. They have been constructed during periods when these sections

was easily constructed, and when the business was en-tirely in the prospective. These roads have paid from the start, and some of them to an extraordinary extent, and we are therefore confident that as the country in-creetes in productiveness, as the soil is brought under cultivation, as an industrious population spreads over these wast and fertile prairies, these works of internal priations to their renewal funds, their dividends

permanently large.

After the adjournment of the board, the following of bonds and stocks were made at auction by A. H. Nico

Simeon Draper's regular semi-weekly sale of bonds and

o'clock, at the Merchants' Exchange.
At the second board everything was down but Nicara gua Transit. Of that stock there were moderate sales at an advance of  $\frac{1}{2}$  per cent on morning's prices. Erie fell off  $\frac{1}{2}$  per cent; Illinois Central Bonds,  $\frac{1}{2}$ ; Michigan Southern, 14; Hudson River Railroad, 14. The market

Canton Company closed at 22½ per cent; Nicaragua, 19¾; Cumberland, 23; New York Central Railroad, 91; Erie, 50¾; Reading, 92; Michigan Central, 91—dividend off; Michigan Southern, 91¾; Galena and Chicago, 123; Cleveland and Toledo, 72%; Cnicago and Rock Island, 86%; Illinois Central bonds, 81%; Hudson Railroal, 30%. These prices were offered.

The Irving Savings Institution, of 96 Warren street

has declared a semi-annual dividend at the rate of six per cent on all sums entitled thereto for the last three and six months, payable on and after the 21st inst. All interest not called for will draw interest as principal. All deposits made on or before the 12th inst. will draw inte-rest from the 1st. Open daily from 10 to 1 and 4 to 7

cent on sums of \$500 and under, payable on and afte the 21st lost. Deposits made on or before the 14th inst.
will be allowed interest from the 1st of January.

The annexed statement exhibits the amount of duties collected at the Custom Heuse on importations into this

MEYENUE PROM IMPOR	TH-AMOUNT	OF DUTIES.
	1854.	1855.
January 1	4,879,285	\$2,560 038
February	2,807,204	2,665.165
March	3,627,119	2,363,085
April	3.168.491	1,994,710
May	3,243,165	2,403,482
June	2,452,607	2,316,435
July	4 045.745	3,787,342
August	5,214,630	4,290,716
Septembe	3,439 493	3,523,379
Ontobox		
October	2,402,115	3,329,195
Nevember	1,751,024	2 171,708
December	1,505,920	2,981,942
Total\$3	8,096,888	\$34,387,207
Decrease in 1855		
The falling off was in the	early part of	the year. Since

ast August there has been an increase each month in 1855, but the decrease in August and in previous months was too great to be overcome. The last weekly statement of the Boston Banks com

Pares with that of the week previous, as fellows:-

BANKS OF	BOSTON.	
Dec. 24.	Dec. 31.	
Capital stock \$31 960,000	31,960,000	Unchanged.
Loans and disc'ts 50,105 893	51,234,192	Inc. 1.028.299
Specie in Bank., 3,785,363	3.519,153	Dec. 216,210
Due i'm other bks 7,618,916	7,399,192	" 219.721
Due to other banks 5,395 481	5.503,512	Inc. 107 931
Deposits 14,288,755	14,167,256	Dec. 121,499
Circulation 7,512,650	7,670,446	Inc. 157,796
The total exportation of spe	ecie from the	port of Boston
during the year ending De	c. 31, 1855,	was valued
at		\$14.859.470 35

Surplus Dec. 1st 1855, ..... \$258,963 32 The Assistant Treasurer reports to-day as follows :-| Paid on Treasury account | \$192,714 03 |
Received do	99 079 28
Balance do	2,136,165 37
Paid for Assay office	171,371 72
Paid on disbursing checks	55,083 31
Amount paid for interest	140,411 67

The warrants entered at the Treasury Department, 

Planters' and Merchauts' Banks, four and a half per cent-

tocks and bonds will take place to-morrow, (Thursday,) at 12% o'clock, at the sterchasts' Exchange.

The receipts of the Milwaukie and Mississippi Railread Company in Pecember, 1865, amounted to \$16,000, and for the whole year, \$688,000. The increase in the month is \$17.000 and the state of the state of

is \$17,000, and on the year \$723 000. The result for the year has much exceeded the directors' estimate, which was only \$571,000, being an excess of \$117,000.

The regular St. Louis correspondent of the Bostom Journal writes from that city, under date of Bec. 17, 1855,

St. Louis and its true bonor than any man was over lived in it.

To those abroas who know nothing of our domessis affairs, the persecution of Mr. Bacon may be an inexcalcable affair, except upon the ground of his having failted in his integrity. But here it it all understy of it is personal resentment—cherished for causes perfectly well known here, but not necessary to be meeti med; and the hostility selt was not shared by ten individuals in the city. But those few happened to have the means of creating public sentiment and opercing battle action, which for a time threatened to triemph. But injustice never does triumph long, and now that if it. Bacon triumphs, here is a get eral, tranquil, but determined reprobation of the rancorous hatred with which he was pursued through the summer.

| Stock Exchange | Thursday, Jan. 3, 1851 | Stock Exchange | Thursday, Jan. 3, 1851 | Stock Exchange | Stock Exchange | Thursday, Jan. 3, 1851 | Stock | 

CITY COMMERCIAL REPORT. Asuns. -The market was unchanged, and sales were

The warrants entered at the Treasury Department, Washington, on the 28th inst. were as follows:

For the redemption of stocks.

170,00 20

For the Cuarcons.

170,00 20

For the Cuarcons.

170,00 20

The warrants entered and entered.

170,00 20

The warrants entered at the Treasury Department, Washington, on the 20th and 31st of December, 180,00 20

For the redemption of stocks.

1816,272 5

The warrants received and entered.

1816,273 5

The warrants received and entered.

1817,273 5

The warrants received and entered.

1818,283 5

The warrants received and e